

THE CHARM OF MOTHERHOOD

Enhanced By Perfect Physical Health.

The experience of Motherhood is a trying one to most women and marks distinctly an epoch in their lives. Not one woman in a hundred is prepared or understands how to properly care for herself. Of course nearly every woman nowadays has medical treatment at such times, but many approach the experience with an organism unfitted for the trial of strength, and when it is over her system has received a shock from which it is hard to recover. Following right upon this comes the nervous strain of caring for the child, and a distinct change in the mother results.

There is nothing more charming than a happy and healthy mother of children, and indeed child-birth under the right conditions need be no hazard to health or beauty. The unexplainable thing is that, with all the evidence of shattered nerves and broken health resulting from an unprepared condition, and with ample time in which to prepare, women will persist in going blindly to the trial.

Every woman at this time should rely upon Lydia E. Pinkham's Vegetable Compound, a most valuable tonic and invigorator of the female organism.

In many homes once childless there are now children because of the fact that Lydia E. Pinkham's Vegetable Compound makes women normal, healthy and strong.



If you want special advice write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.

HIDDEN WATERS OF MONTANA.

Geological Survey to Make Investigation of Location, Volume and Quality.

A special study of the underground water resources of Montana to meet the strong demand of its settlers and citizens for information as to where and how much water may be obtained in the state is just announced by the United States geological survey.

Those who are engaged in the great movement to settle the West and to bring about in that region a condition in which the vast stretches of now sparsely populated land shall more efficiently contribute to the support of the people of the United States, generally realize that of all the problems to be met and solved that of a water supply is likely to be the most critical. Yet it too often happens that people reared in the well-watered East arrive in western states unprepared to meet the strikingly different conditions of aridity and salinity that immediately confront them. Their first need is to obtain water for domestic use and for stock, but the great problems of irrigation immediately follow. It is not only to new settlers, however, that these problems of obtaining water supplies present perplexing difficulties; even to old residents they often become almost insurmountable.

In order to collect information on the occurrence and quality of ground waters that may be used in aiding citizens and municipalities to solve these problems, the United States geological survey has for years conducted field investigations of the underground water resources of the country, but the force of men engaged in this work has been so small compared with the amount of work to be done that there still remain large areas in which no work of this kind has been attempted. This is true of all of the eastern half of Montana, and also of most of the western half of that state. Numerous requests for information are received each year from settlers in Montana, especially from those in the eastern part of the state but so little is now known of the underground water conditions in that region that it has not been possible to give inquiries satisfactory advice. Plans have been approved, however, to begin a comprehensive investigation of the underground waters of Montana this summer. To make a detailed investigation of this kind is a task that is a very large task but the plan for the present fiscal year contemplates a somewhat detailed survey of parts of southeastern Montana and the collection of general information in other parts of the state.

An important part of this work will consist in collecting detailed well records and samples of well water for analysis. W. A. Lamb, district engineer of the United States geological survey, and A. W. Mahon, state engineer of Montana, are collecting data of this kind by correspondence, and, beginning about Aug. 1, O. E. Meisner of the U. S. geological survey, the geologist in charge of ground-water investigations, and A. J. Ellis, associate geologist, will conduct somewhat detailed field studies. The data obtained will enable the survey to prepare a report for free distribution, which will describe the occurrence and extent of the water-bearing formations and the general quality and approximate quantity of water that may be obtained in different localities, together with advice as to the best methods of developing it. Cooperation on the part of the people of Montana, to the extent of furnishing data in regard to wells and water supplies, will be an important aid in the conduct of this work, and it is hoped that all information that can be furnished will be given. W. A. Lamb, Montana National bank building, Helena, Mont.

Unpleasantly Reminiscent.

"Mrs. Nuriel, I understand your husband is one of the stewards of the racing association."

"Look here, young man, my husband gave up cocking years ago and I'd rather you wouldn't refer to it."—Buffalo Express.

HORLICK'S

The Original MALTED MILK

Unless you say "HORLICK'S" you may get a Substitute.

THE IBERIAN TORPEDOED

Liner Tried to Escape When Warned by Submarine

ONE AMERICAN WAS KILLED

No Diplomatic Question Is Raised—Vessel Is Shelled Before Torpedo Is Fired

London, Aug. 2.—The Leyland liner Iberian, 5,223 tons, has been sunk by a German submarine. Five members of the crew were killed, two killed aboard a rescue boat, and 61 were landed safely. One American, a mulatto named Mark L. Wiley of East Boston, lost his life. American Consul Frost at Queenstown reported that the Iberian disregarded the submarine's warning to stop. Later the German commander gave the crew time to take to the boats before firing a torpedo. Wiley died of shock and wounds from shells.

Consul Frost's report said: "Steamer Iberian, American, American citizen, states that submarine did not shell Iberian until the latter disregarded signal. Gave time to take boats. Wiley died from shock and superficial wounds. No other Americans injured."

Boston, Aug. 2.—The name Wiley does not appear in the list of horse tenders who sailed from Boston on the Iberian, as given out at the Leyland line offices at Boston. The nearest approach to Wiley is Mark L. Wiley, who booked in the capacity of assistant foreman of the horsemen. His home is in East Boston. That name appears in other dispatches from London. About 80 horsemen and hostlers, many of them from Boston and vicinity, sailed on the Iberian when she left Boston for Manchester and Liverpool on the 7th. The steamer carried across 600 horses and a general cargo, but, according to advice received at the Boston offices, was bringing back only a small consignment of haled goods. It was not known at Boston how many of the horsemen were returning to this country with the vessel. Of the men shipped at Boston, some were American citizens, but the nationality of the greater number is in doubt.

The Iberian was reported to have arrived at Manchester on July 20. She was 437 feet long, with a beam of 45 feet, and was built at Sunderland in 1900. F. Leyland & Co., Liverpool, were the owners. Upon her arrival at Boston from Manchester and Liverpool on July 2, members of the Iberian's crew told of being chased by a German submarine and of the death of Wiley. The ship was only a few miles from the mouth of the Mersey. Capt. Jago maneuvered his ship out of danger, however. The Iberian had been used for several months for the transportation of war supplies between the United States and England.

Narratives of Iberian's Crew.

Tom Curtis, the boatswain, in an interview at London Saturday, said: "The submarine was sighted about five miles off, when she fired some shots. The submarine gained on the Iberian, one burst, and then she fired six men. The ship was then stopped, and the submarine's commander ordered the remainder of the crew, 63 in number, to leave the vessel, which they did, eight of them being badly injured. A torpedo was then fired at the Iberian, striking her on the starboard side amidships."

The steward of the Iberian, telling of the attack, said that he got into the captain's boat. They were ordered alongside the submarine, and her commander being informed by the captain of the Iberian that six men were killed, said: "It served you just well right for not stopping." The commander of the submarine offered to give the crew assistance in making land, but when he was informed that a steamer was coming to their aid, took his departure. The distressed crew, who were in six boats, were at the oars for five hours. Then a rescuing steamer came in sight and took all on board. Two of the injured men died before reaching shore. One was an American named Mark Wiley, of Boston, and the other John Broadfoot, an Australian. Their bodies were landed at Queenstown.

AGREE ON R. & M. BILL.

Governor of New Hampshire Must Be Convinced It Has Chance of Passage.

Concord, N. H., Aug. 2.—It was made known Saturday that representatives of the Boston and Maine railroad and its leased lines have agreed upon a bill for the amalgamation of the properties which will be submitted to the New Hampshire legislature in the event that Gov. Spaulding decides, if accepted by the full conference board to-day, will be presented to the directors of all the corporations interested for ratification. The plan calls for the retirement of the floating indebtedness of the Boston and Maine and the raising of adequate floating capital by stock assessment or otherwise. It is understood that Gov. Spaulding will have to be convinced that a bill embodying these provisions will have a fair chance of passage before he consents to a special legislative session.

CHEWED SHIRTS AND COLLARS.

Tombs Authorities Scent Idea of Tobacco Substitute.

New York, Aug. 2.—For three weeks a number of inmates of the Tombs prison at New York have been industriously chewing up their linen collars and munching their shirts. One prisoner, it was said, had eaten up virtually all the collars he owned. In reply to questions the prisoners told the keepers they had been tobacco or gum chewers for years and not having either, they found particular comfort in chewing their linen. But the keepers were skeptical. Saturday when fresh laundry arrived it was subjected to a test. A chemist found that the starch used in the laundry sent to the prisoners by relatives contained a solution of a drug taken by habitual drug users.

HOMEWARD BOUND.

Vermont Auto Tourists Have Completed Their Visit in California.

Stockton, Cal., July 24, 1915. Editor, Times: We are still here at Stockton, but Clarence, Barton and I start this afternoon on a 300-mile trip to Santa Cruz, on the coast, away south of San Francisco, and will visit a grove of big trees in the coast mountains. Expect to be gone two days, camping out one night. We got a card yesterday from Dix' people. They have been to Los Angeles and when they wrote the card were within one day's travel, by auto, of San Francisco, where they were intending to stop a few days at the fair and then all but Dix go with the car back to Knowles; Dix to stay a few days longer at the fair, then go to Livermore to see Stanley's people, then all meet here in Stockton Aug. 1 to start for home.

I visited the police court here again one afternoon. While there, a special policeman (one in plain clothes, or not wearing uniform) brought in two boys and a glass about one-half full of beer, which the policeman had caught them drinking in a saloon. They were held for trial and a policeman who sold them after the saloon-keeper who sold them the beer. No child here under 21 years of age is allowed to enter a saloon, nor is a saloon-keeper, under a heavy penalty, allowed to sell intoxicating liquor to a minor.

A few words in regard to our old Vermont prohibitory law, so called, that was in force for over half a century. For a law to prohibit the sale of intoxicating liquors, our local option law now in force in Vermont is far ahead of the old law, which was about as near free rum as it was possible to get. Each town had a chance to elect a town liquor agent at each March town meeting, who sold the liquors furnished or bought for him to sell by the selectmen of the town, and the law provided that it should be sold at the nearest to cost price as possible. The law also said it was to be sold for medicinal purposes only. If a man wanted to take a dozen drinks a day, he could conscientiously say he wanted it for medicinal purposes and he had no trouble in getting it. In fact, the agent was obliged to sell to him, unless the agent could prove he made base use of it. If I remember aright, our town agent for Randolph, Vt., sold in the vicinity of \$10,000 worth of liquors in a year. A large part of the 243 towns in Vermont availed themselves of this opportunity and elected a town liquor agent. Besides this, in the larger towns and cities, there were hundreds of other places where liquors could be bought. In fact, it was impossible to enforce the so-called prohibition law.

At the time we were about to vote on the question whether Vermont should change to local option, I had a neighbor, a good neighbor, prominent in local affairs, having been at the head of our local grange, also of the Pomona grange, who before the vote was taken, traveled through the state lecturing and distributing anti-saloon literature, and was fully opposed to local option. He and I were always joking one another and I happened to know that he was in the habit of using liquor in a small way every day. I says to him, "You are working on the wrong side of this question for your own interest." I says, "Where will you get it when local option comes in force? All of these town agencies will be closed." He was almost indignant; said the state would be filled with open saloons, which would be bad for the coming generations. He did not want his children brought up in sight of an open liquor saloon. I told him they had better be brought up in sight of an open saloon than a back-door saloon.

In less than a year from that time, he came to my house one morning, said he had got out of liquor and had got to leave some. I told him I did not use it, nor had I any in the house. He says, "Where am I going to get it?" I says to him, "Vermont is dry under local option. I guess Barre, 25 miles distant, is the nearest place you can get it." I says to him, laughing, "Now you were at work on the wrong side, weren't you?" He admitted that if he were trying to restrict the sale of liquor he certainly was on the wrong side.

(Later in the same day.) I have been out in a nearby blacksmith shop. I asked the price for shoeing horses around here. With new shoes, \$2; resetting, \$1; setting buggy tires, \$3 a set; other work accordingly. The price of most things here is by bits, 12½ cents. If the price of anything here is less than \$1, they will say either two, four or six bits. Scarcely anything costs sums between that. Five cents in the smallest piece of money used here much and scarcely any paper money is used here, nearly all gold or silver. Don't like to take a \$5 gold-piece for fear I shall pass it for a five-cent piece, which it resembles very closely.

I say by the papers that you are still having very wet weather in the East. No rain since we have been here and none is expected for three months. Clarence, Barton and I have just got back from our 300-mile trip to see the big redwood trees in the coast range of mountains, near Santa Cruz. We also

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And Ointment as needed. Sample each free by mail. Address Cuticura, Dept. 13F, Boston. Sold everywhere.

Built like — "The Deacon's One-Hoss Shay"

THE best Pneumatic Tire is only as strong as its weakest part.

Strengthening its strongest parts is as useless as putting a fifth wheel on a wagon.

Yet this is often done to provide "Selling-feature" and "Talking Point."

The weakest part of every Pneumatic Tire is its Walls or Sides, not its Tread,—its Cotton Fabric or "Stocking," not its Rubber "Sole."

No price would be too high to pay for a material that, replacing Cotton in the Walls of Pneumatic Tires, would last as long as the Goodrich Rubber Tread could be made to wear.

Neither Silk, nor Linen, nor any other known fabric yet discovered is so good, for this purpose, as Cotton,—and choice long-fibered Cotton is the best material that money can buy for Tire Fabric.

WE use nothing less in Goodrich Tires, and test every foot of it up to 380 lbs. to the Square Inch, before we percolate it with the most adhesive Rubber Compound ever made for this purpose.

We then shape this rubberized fabric into Tires, with scrupulous care to have the tension on each square inch of fabric precisely the same,—that tension being controlled by a machine as sensitive as the eye, and infinitely more precise than the handwork of the most skilled Operative could make it.

To do this work we have the most highly-trained men in the Rubber Industry,—trained in the Precision that practice and our 45-year EXPERIENCE make perfect.

NO Tire Manufacturer, if he received a price of \$200 per Tire, could put better fabric into the Walls of his Tires, use greater care, more sensitive adjusted Tension devices, or more adhesive Rubber between each layer of fabric.

Because, we know the vital importance of THE BEST in this part of the Tire, and use it there unsparingly.

Only 5% Plus for this Best Non-Skid Tire

Note following comparative prices. "A," "B," "C" and "D" represent four widely-sold Non-Skid Tires:

| Size | Goodrich Safety Tread | OTHER MAKES | | | |
|---------|-----------------------|-------------|---------|---------|---------|
| | | "A" | "B" | "C" | "D" |
| 30 x 3 | \$9.45 | \$10.55 | \$10.95 | \$16.35 | \$18.10 |
| 30 x 3½ | 12.20 | 13.35 | 14.20 | 21.70 | 23.60 |
| 32 x 3½ | 14.00 | 15.40 | 16.30 | 22.85 | 25.30 |
| 34 x 4 | 20.35 | 22.30 | 23.80 | 31.15 | 33.55 |
| 36 x 4½ | 28.70 | 32.15 | 33.60 | 41.85 | 41.40 |
| 37 x 5 | 33.90 | 39.80 | 41.80 | 49.85 | 52.05 |

GOODRICH FAIR-LISTED TIRES

visited the city of Santa Cruz, which is about 200 miles south of San Francisco, and spent about two hours in viewing the harbor, swimming pool and the sights of the city in general. That is, what we could see through a fog too thick to be cut with a case knife.

In crossing from the San Joaquin to the Livermore valley, we took a new highway, just opened two days before to the public for travel. The highway was what is called a cement-topped highway and was about nine miles long, perfectly smooth, with some grades up to 10 per cent, but we had no trouble in making the grades on high. California, a few years ago, thought her asphalt-surfaced highways were the best roads in the world, but to-day all new state highways are being built of cement. On our two days' trip, we probably passed over nearly 150 miles of cement roads that had all been built within three years.

To get from the Livermore valley to the Santa Clara valley we went through the Niles canyon, where the three or four railroads go to get through the coast range to get to San Francisco. Some of the way one line of railroad would be directly above another and cross occasionally back and forth, and sometimes we were in a pass directly under two railroads, one above the other, and all above us.

We stopped a short time at mission San Jose, one of the oldest missions in the state. The buildings looked to me dismal. Seemed to me that living there would be similar to a prison life. By the way, the Catholics and Protestants are by the cars here in California. The Catholics are getting to be the most numerous in most places they have schools of their own, and they hold a large share of the city, county and state official positions, and no Protestant can get a job on the force until every eligible Catholic is supplied. So that is more of an issue here to-day in California than the Chinese or Japanese question. More Chinese and Japanese here would help develop California. The Chinese are working here and the Japanese have great business ability and are also working.

The Niles canyon passes through the coast range, or a southern extension of the coast range that is east of San Francisco bay. When we came to the real Pacific coast range, we found one

pass through it, but had to go over it. We camped for the night seven miles south of the city of San Jose. Got up next morning at 5 o'clock, found a fog so dense that the water ran from our tents and cars as it would in a light rain in Vermont. The fog came south from San Francisco bay.

By the way, Stockton has neither fog nor dew for six months at a time. After building fire and boiling coffee, we ate a lunch and started over the mountain for Santa Cruz. All the way to the height of land we found pretty bad roads, top of land we found preparation for a cement road. When we got about to the top of the mountain (I should say about 3,000 feet above the ocean, we emerged into sunshine and when at the top could, but for the fog, have seen the ocean. As it was, we looked down on top of level fog, both east and west. We found the roads on the west side in much better condition, although of much steeper grade.

We passed down the 15 miles to Santa Cruz in a short time and found the fog much heavier than on the east side and started immediately for a six-mile trip to the big trees in a northerly direction.

To get back to San Jose, we went 30 miles south to a pass in the coast range and passed for 50 miles what they call the biggest apple country in the world. Apples everywhere overhang in the highway and generally placarded against poachers. They say the laws are such here that a person caught stealing fruit can be shot at. We saw no one of the passersby molest the fruit, but it looked tempting. Here they have a way of making the fruit grow larger and of better coloring by, after the fruit is half grown, clipping most of this year's growth from the ends of the limbs, bringing the fruit into the sunshine and allowing the tree to expend its vitality in the growing fruit instead of branches of the tree.

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But,—notwithstanding all this,—the FABRIC is the part of the Tire which goes first.

Because the sides of the Tire do most of the work in running,—bending and stretching a million times an hour, in scores of different directions.

This bending of the sides causes Friction between the layers of Canvas working against each other,—Friction causes Heat—the Heat over-cures and dries out the Rubber Adhesive between layers, which then separate from each other, in spots, the threads weakening or wearing out chafing against each other.

Then you have, in due time, the incipient blow-out, or other form of Tire-Death.

PUT more layers of Fabric than we do in the walls, to strengthen them, and the friction increases, with faster deterioration of the Rubber through the greater heat engendered.

Put fewer layers, and the walls would not be strong enough to carry the load of the Car.

So there you are—Mr. Tire User!

Why put MORE layers of Fabric in the Walls of the Tire than will properly carry the load, when each additional layer is an additional developer of that FRICION-HEAT which is to Tires what Old Age is to Man?

THAT is the reason we build, in the Goodrich Tire, a carefully BALANCED Tire, emulating the famous example of "The Deacon's One-Hoss Shay" in which "the Sills were just as strong as the Thills and the Thills as strong as the floor."

The Maximum Fabric efficiency and THEN,—the rest of the Tire built up to that.

Result,—The most RESILIENT Tire that can be made with Fabric Walls,—at the fairest price per Mile of performance.

Why pay more for any Tire?

THE B. F. GOODRICH CO. Akron, O.

MRS. IDA S. WALTERS WEDS.

Gets License in Jersey City with Loris E. Rogers.

New York, Aug. 2.—Loris Elton Rogers and Mrs. Ida Sniffen Walters, who gained notoriety some months ago, when Mrs. Walters poisoned her two children and herself, have secured a marriage license at Jersey City, it was announced Saturday. Mrs. Walters and Rogers called at the city clerk's office Friday night, a few hours after a divorce decree in favor of Rogers' wife had been signed in New York. Mrs. Walters is at liberty on bail pending trial on the charge of poisoning her children. The divorce decree secured by Rogers' wife forbids Rogers, who was a New York attorney before the death of Mrs. Walters' children, to marry in New York state. Mrs. Walters and Rogers were married by a police magistrate in Jersey City Saturday night.

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